



The Truth about KRM Commuter Rail

For more information, go to www.reason.org/ps372

IT COSTS TOO MUCH

- \$250 million tax dollars to build.
- More than half of the annual \$14.6 million operating cost would be subsidized by taxes.
- Each net new transit trip will cost \$28 with only a \$3 fare.
- Each Milwaukee County Transit System (MCTS) boarding costs \$3.08, albeit for a shorter average trip.
- Each net new, five day/week, round trip commuter will cost \$14,000/year.
- Federal & state deficits are huge. Social security & healthcare costs are skyrocketing.
- This is not the time to add a new, permanent, structural taxpayer cost.

IT SERVES TOO FEW

- KRM is projected to add only 4,800 net new, 1-way daily transit riders in 2035 (or 2,400 2-way commuters).
- Between 2000 and 2007, Milwaukee County Transit Service *lost* 86,000 daily riders.
- New commuters served would be 0.4% of the nearly 600,000 persons employed in the three county area.

IT CROWDS OUT BUS SERVICE

- Milwaukee County's top public transit priority is to fund buses, not trains to Racine and Kenosha.
- New feeder busses to the nine KRM train stations will compete with existing bus lines for funding.
- KRM will take a \$53 million contribution from the state Transportation Fund to build.
- KRM will decrease the share of state and federal operating subsidies received by existing transit systems.

IT CAN'T COMPETE WITH CARS

- Commuting times in the KRM region are lower than the national average.
- Cars are inevitably faster in getting from Point A to Point B and don't require transfers.
- Working poor have more opportunities for good jobs if not restricted to KRM territory and schedule.
- Job growth is in the suburbs and near I-94.

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SWRTA DIDN'T STUDY ATTRACTIVE BUS RAPID TRANSIT (BRT) OPTIONS

- SWRTA compared KRM with a conjured, expensive and slow bus option to justify rail transit option.
- Reason Foundation study dated December, 2008 describes two, better Bus Rapid Transit (BRT) options.
- Vanpooling was also suggested. MCTS currently runs 27 vans with no operating subsidy.
- Chicago suburbs (PACE) operate a fleet of 740 vans. King County (Seattle) operates 1,273 vans.
See www.reason.org/ps372/

IT'S INFLEXIBLE AND PERMANENT

- KRM does little for areas near I-94, western Milwaukee County or Waukesha where growth is greatest.
- Only 3 of 23 firms with 250+ employees in Racine County are within one mile walking distance of stations.
- Federal "New Starts" regulations require that most capital funds be repaid if the system is discontinued.
- No politician will ever admit system failure and vote to repay the Feds.
- KRM will run forever at whatever subsidy is necessary, regardless of the cost to taxpayers.

ITS JOB CREATION AND ECONOMIC DEVELOPMENT CLAIMS ARE OVERBLOWN

- SWRTA asserts that the cost of building and operating KRM is economic development.
- It doesn't recognize that tax payers would spend or invest money if it were not paid in taxes for KRM.
- Much of the taxes to build KRM will not be spent in the local economy; for example, buying the train cars.
- Much of the anticipated development around the nine stations will be offset by less development elsewhere.
- Claimed increase in property value near the stations of \$2+B isn't credible based on 2400 new commuters.
- Any property value increase near the stations likely will be matched by a decrease elsewhere in the county.

ITS COST IS LIKELY UNDERESTIMATED AND RIDERSHIP OVERESTIMATED

- Federal Transit Administration reported to Congress in 2007 on study of 21 "New Starts" transit programs.
- Average cost was 20.6% higher than projected.
- Average ridership was 68.6% of projected.
- See http://www.fta.dot.gov/documents/CPAR_Final_Report_-_2007.pdf

IT WILL CAUSE CONGESTION, POLLUTION AND FRUSTRATION

- 28 times each day, 53 street crossings will close and a train horn will blow or warning bell ring.
- Traffic will back up about 1500 times/day creating large numbers of idling cars and emergency vehicles.
- This will occur about four times an hour during the rush hours.

IT'S A LOUSY WAY TO GET FROM MILWAUKEE OR RACINE TO CHICAGO

- KRM from Milwaukee, connecting with Metra in Kenosha requires about 2 hours 45 minutes with 32 stops.
- Amtrak requires 1 hour 29 minutes (from Racine; 1 hour 6 minutes) seven times/day each way; two stops.